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1 APRIL 1980**

**DOD USE OF DOMESTIC CIVIL TRANSPORTATION UNDER EMERGENCY
CONDITIONS**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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**DEPARTMENTS OF THE ARMY, THE NAVY, THE AIR FORCE, AND THE
DEFENSE LOGISTICS AGENCY**

*AR 55-36
 *OPNAVINST 4600.18B
 *AFR 75-39
 *MCO 4600.19C
 *DLAR 3005.4

ARMY REGULATION
 No. 55-36
 OPNAV INSTRUCTION
 No. 4600.18B
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 REGULATION No. 3005.4

DEPARTMENT OF THE ARMY,
 THE NAVY, AND THE AIR FORCE,
 AND THE DEFENSE LOGISTICS AGENCY

WASHINGTON, DC, 1 April 1980

TRANSPORTATION AND TRAVEL

DOD USE OF DOMESTIC CIVIL TRANSPORTATION UNDER EMERGENCY CONDITIONS

This revision implements changes provided in DOD Directive 3005.7, 5 July 1978. Specific changes include responsibilities and procedures for preallocation of tank trucks, addition of a suggested format to submit requirements, and organizational name changes.

Army interim changes to this regulation are not official unless they are authenticated by The Adjutant General. Army users will destroy interim changes on their expiration dates unless sooner superseded or rescinded.

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1. Purpose. The purpose of this regulation is—

a. To implement DOD Directive 3005.7 and those functions in chapter IV, JCS Pub 15 that pertain to MTMC.

b. To assign responsibilities and prescribe procedures involving emergency requirements, allocations, priorities, and permits for DOD use of domestic civil transportation when national trans-

portation controls are in effect and when regional isolation exists.

2. Applicability. This regulation applies to—

a. All DOD components except the Defense Civil Preparedness Agency, that part of the Corps of Engineers involved in the Civil Works Program, the Army National Guard, and the US Army Reserve.

*This publication supersedes AR 55-36/OPNAVINST 4600.18B/AFR 75-39/MCO 4600.19B/DSAR 3005.4, 28 February 1977.

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b. All domestic civil transportation except the domestic CRAF, LOGAIR, and QUICKTRANS.

3. Explanation of terms. *a. Allocation.* Apportionment by higher authority of available transportation capability, including common user military ocean terminal facilities, when planned requirements exceed capability.

b. Preallocation. Allocation in peacetime to meet planned emergency or wartime needs.

c. Suballocation. That portion of the DOD allocation assigned to a military service or other DOD component.

d. Traffic allocation. The distribution of transportation service capability among essential users.

e. Transport allocation. The distribution of transportation equipment to the shipper/user for full-time employment under the user's control for a specified time period.

f. Program priority. A classification assigned to the major national or military programs to indicate relative importance or urgency.

g. Transportation priority. A classification used in movement control and traffic management to indicate precedence of traffic movement for allocated or assigned transportation space. Criteria for establishing priority are in appendix D.

h. Domestic civil transportation. Movement of passengers and cargo by commercial carriers within CONUS.

i. Regional isolation. The condition occurring when communications are lost between the MTMC area or Department of Transportation Emergency Organization (DOT EO) region and headquarters.

4. General background. *a.* The Director of the Federal Emergency Management Agency (FEMA), by Executive Order, advises and assists the President in determining policy for plans and programs of Federal resource agencies. The functions and responsibilities of FEMA under emergency conditions include continuity of Government operations, allocation of national resources, and planning for economic recovery. The FEMA regional organization comprises 10 geographic areas within CONUS (app A), with a regional director for each area. Regional Preparedness Committees (RPCs) have been organized to advise and assist the FEMA regional directors. The RPCs will be the central coordinating point for

management of surviving regional resources, except those under military control or in the military supply system. When ordered by the President, in a national defense-type emergency, an Office of Defense Resources (ODR) will provide central program coordination and policy direction for management of the Nation's resources. FEMA personnel will form the nucleus staff. If the ODR is activated, a Regional Resources Advisory Committee (RRAC) will perform the function of the RPC. A DOD Regional Military Emergency Coordinator for each RPC/RRAC is designated under DOD Directive 5030.45.

b. The Secretary of Transportation, by Executive Order, prepares national emergency civil transportation policies, plans, and procedures. These plans and procedures provide for the integrated control of all modes of commercial transportation. They also provide for the proper allocation of the total civil transportation capacity to meet essential civil and military needs. The Office of Emergency Transportation, an office within the DOT, is the peacetime emergency planning and coordinating organization. The DOT EO discharges the emergency responsibilities of DOT in managing the civil transportation resource. The DOT EO provides for activation of regional offices in each of 10 regions whose boundaries are coterminous with those of FEMA (app A). Each region is headed by a regional director who represents the Secretary of Transportation. In cases of isolation, he or she acts independently within the geographic limits of the region subject to established national policy.

c. The DOD receives emergency guidance on the use of civil transportation from—

(1) The Secretary of Transportation in time of national control.

(2) The DOT EO regional offices in case of regional isolation.

5. Policy. *a.* DOD transportation plans and operations for national emergencies will conform to national policies and guidance.

b. DOD policy control of transportation and traffic management will remain at the national level unless conditions of isolation require independent regional action. If this happens, regional authorities will assume the responsibilities detailed in paragraph 6b.

6. Responsibilities. a. National control.

(1) The Assistant Secretary of Defense (Manpower, Reserve Affairs, and Logistics) (ASD (MRA&L)) will analyze and approve DOD requirements for civil transportation received from the JCS, and present them to the DOT. When allocations are received from the DOT, the ASD (MRA&L) is responsible for sending the allocations, with appropriate comments, to the JCS.

(2) The JCS will call for and review requirements for movement by domestic civil transportation submitted by the DOD components through the Cdr, MTMC, and send the requirements with appropriate recommendations to ASD (MRA&L). After receiving the allocations and comments from ASD (MRA&L), the JCS will—

(a) Determine the relative urgency of the requirements.

(b) Suballocate the domestic civil capacity made available by DOT to the DOD.

(3) The Military Services and other DOD components will—

(a) Develop and submit the domestic civil transportation requirements to Cdr, MTMC, indicating relative urgency of movements, as prescribed in appendix B.

(b) Administer the traffic according to the guidance and suballocations furnished by the JCS.

(4) The Cdr, MTMC will—

(a) Consolidate, collate, and evaluate submitted transportation requirements from a traffic management standpoint.

(b) Submit consolidated transportation requirements with analyses indicating shortages of capability and recommended courses of action to the JCS.

(c) After JCS has suballocated capacity to the DOD components, the Cdr, MTMC will, in coordination with the DOD components, manage the movement of the traffic to conform with established movement priorities. The Cdr, MTMC, upon request, will give the Military Services, other DOD components, or the JCS statistics on MTMC-controlled traffic moving under assigned allocations.

b. Regional level DOT EO control (isolation).

(1) Regional representatives of DOD components will develop and submit their transportation requirements to the MTMC area commander

with information as to relative urgency of movement. If communication is not possible with the MTMC area commander, requirements will be submitted directly to the DOD Regional Military Emergency Coordinator (RMEC) at the RPC/RRAC.

(2) The MTMC area commanders will—

(a) Consolidate, collate, and evaluate military services and other DOD components' requirements for civil transportation submitted under paragraph 7b and appendix B.

(b) Present the requirements to the appropriate regional office with a request for allocation.

(c) Forward allocations received from the DOT EO regional office, with appropriate comments, to the DOD components and give a copy to the principal DOD regional representative.

(d) Manage the movement of persons and things according to established allocations and DOD component movement priorities.

(e) Inform the DOD RMEC, as principal DOD representative to the RPC/RRAC, of any deficit in allocations to meet requirements.

(3) The DOD RMEC, as principal DOD representative to the RPC/RRAC, will establish relative movement priorities and resolve major policy problems among DOD components.

c. Preallocations. General responsibilities for the preallocation of civil transport capability are the same as those for national control (para a above). A memorandum of understanding between the DOD and DOT, concerning the Defense Emergency Prestocked Bulk Fuel Distribution Plan, provides for preallocation of civil motor carrier tractor-tank trailer capability to support the plan. Specific responsibilities for the preallocations to support this plan are as follows:

(1) The ASD (MRA&L) will serve as the main DOD point of contact with the DOT on all matters relating to military requirements and policy coordination.

(2) The Cdr, MTMC will maintain direct liaison with DOT on allocation matters.

(3) The Cdr, Defense Fuel Supply Center, Defense Logistics Agency (DLA) will—

(a) Maintain the plan; develop and submit requirements through DLA for civil motor carrier tractor-tank trailer capability to support the plan.

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(b) Maintain direct liaison with participating carriers in matters relating to mission planning, control, and operational agreement.

(c) Release civil carrier tractor-trailers after completing required workload.

7. Procedures. *a. National level requirements.*

(1) The JCS or the Cdr, MTMC (when directed by the JCS) will call for the submission of requirements from the military services and other DOD components, and will specify the period to be covered. Requirements will be developed and submitted according to the schedule in appendix C, unless otherwise directed by the JCS.

(2) The military services and other DOD components will develop and send the transportation requirements to Cdr, MTMC.

(3) Cdr, MTMC will consolidate, summarize, and interpret requirements into terms of units of equipment by type and mode, and collate with transportation capability. The data summaries and analyses, with recommended courses of action, will be sent to the JCS.

(4) The JCS will review the findings submitted by Cdr, MTMC and, as required, request ASD (MRA&L) to make a claim for transportation capability.

b. Regional/area isolation requirements.

(1) The military services and other DOD components' regional representatives will develop forecasts of DOD regional transportation requirements in response to a call for requirements by the MTMC area commander. Forecasts will be submitted according to the schedule in appendix C.

(2) During periods of regional isolation, installations located in DOT EO regions 1 through 7 will report to the Cdr, MTMC Eastern Area; installations located in DOT EO regions 8 through 10 will report to the Cdr, MTMC Western Area, for all actions concerning this regulation.

(3) The MTMC area commanders will—

(a) Specify a period of time the submitted requirements should cover (app C).

(b) Coordinate with the DOT EO regional directors if it is necessary to change the frequency for presenting claims for transportation capability.

(c) Consolidate, summarize, and interpret the requirements into terms of units of equipment by type and mode, and collate with transportation capability.

(4) Claims for capability required will be submitted by the MTMC area commanders to the DOT EO regional directors.

c. National-level allocations.

(1) The JCS will distribute to the military services and other DOD components' allocations of transportation capability received from ADS (MRA&L). They will give program priority guidance and, when required, specific utilization guidance for management of the allocation.

(2) The military services and other DOD components may use domestic transportation within the limits of the suballocations, and the priority and utilization guidance furnished by the JCS. Transportation movements will be governed by the traffic management procedures in AR 55-355/NAVSUPINST 4600.70/AFM 75-2/MCO P4600.14A/DLAR 4500.3.

(3) The Cdr, MTMC will manage the movement of traffic in keeping with transportation capability suballocated to the military services and other DOD components. JCS will resolve competing claims. When required to accomplish the DOD movement requirements under established allocations, the Cdr, MTMC will coordinate directly with DOT EO. The Cdr, MTMC, upon request, will give the JCS, a Military Service, or other DOD component information on MTMC-controlled traffic routed under an effective allocation for the account of a military service or other DOD component.

d. Regional/area isolation allocations.

(1) The MTMC area commanders will manage the movement of persons and things under established allocations. They will inform the DOD RMEC of any deficit in allocations to meet requirements. The DOD RMEC will establish priorities of movement and resolve major policy problems. Shortages in transportation capability required to accomplish DOD movements within an allocation will be handled by MTMC area commanders directly with the DOT EO regional offices and the DOD activities. Traffic management procedures in AR 55-355/NAVSUPINST 4600.70/AFM 75-2/MCO P4600.14A/DLAR 4500.3 will govern the movement of traffic under allocations. The MTMC area commanders, upon request, will give the DOD RMEC or the regional representative of a military service or other DOD component information on the traffic routed for

the account of a DOD component under an effective regional allocation.

(2) The DOD RMEC will coordinate with the other DOD components' regional representatives concerning the DOD use of allocated capability and give relative priorities of movement to MTMC area commanders. Use of allocated transportation capability may also depend on restrictions or limitations imposed by the allocating authority (DOT EO/FEMA). Priorities for military movement will be set by the DOD activity originating the traffic. If necessary, competing claims will be resolved by the DOD RMEC. Principal regional representatives of DOD components will coordinate with each other to ensure efficient use of suballocated transportation capability.

e. Preallocations. Procedures for preallocation of civil transport capability will be the same as for national level requirements and allocations (para *a* and *c* above). The Cdr, Defense Fuel Supply Center will develop and submit requirements through DLA to HQ MTMC for civil motor carrier tractor-tank trailer capability to support the Defense Emergency Prestocked Bulk Fuel Distribution Plan. Requirements will be submitted in the format in appendix E and updated annually by 1 November.

f. Priorities.

(1) *Program priorities.* Major military programs may be assigned a priority by the OSD or the JCS. This program priority guidance will be furnished to the military services and other DOD components by the JCS. If program competition develops among DOD components under conditions of regional/area isolation, program priorities will be set by the DOD RMEC.

(2) *Transportation priorities.* Transportation

priorities will be used to indicate the precedence of movement. Identification of the appropriate transportation priority class is the responsibility of the DOD component and activity originating the traffic. The transportation priority class for freight movements will agree with priorities published in DOD 4500.32-R. When the applicable freight transportation priority is not given in DOD 4500.32-R, it will be determined as prescribed in section I, appendix D. The applicable passenger transportation priority will be determined as prescribed in section II, appendix D. Correlation of the UMMIPS priority designators and transportation priorities is in section III, appendix D.

g. Permitting. The DOD has developed permitting systems to ensure the efficient use of commercial transportation resources for movement of military traffic in CONUS during periods of national emergency when traffic control systems or embargoes are activated. The procedural policy and guidance on permitting systems is in chapter 109, AR 55-355/NAVSUPINST 4600.70/AFM 75-2/MCO P4600.14A/DLAR 4500.3.

8. Reports. Emergency Military Requirements for Domestic Civil Transportation, RCS MTMC-30.

a. National level requirements. The military services and other DOD components will submit national level domestic civil transportation requirements to Cdr, MTMC in the detail in appendix B, and following the schedule in appendix C.

b. Regional/area isolation requirements. Regional representatives of the DOD components will submit regional level transportation requirements to the MTMC area commander in the detail in appendix B, and following the schedule in appendix C.

2

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3

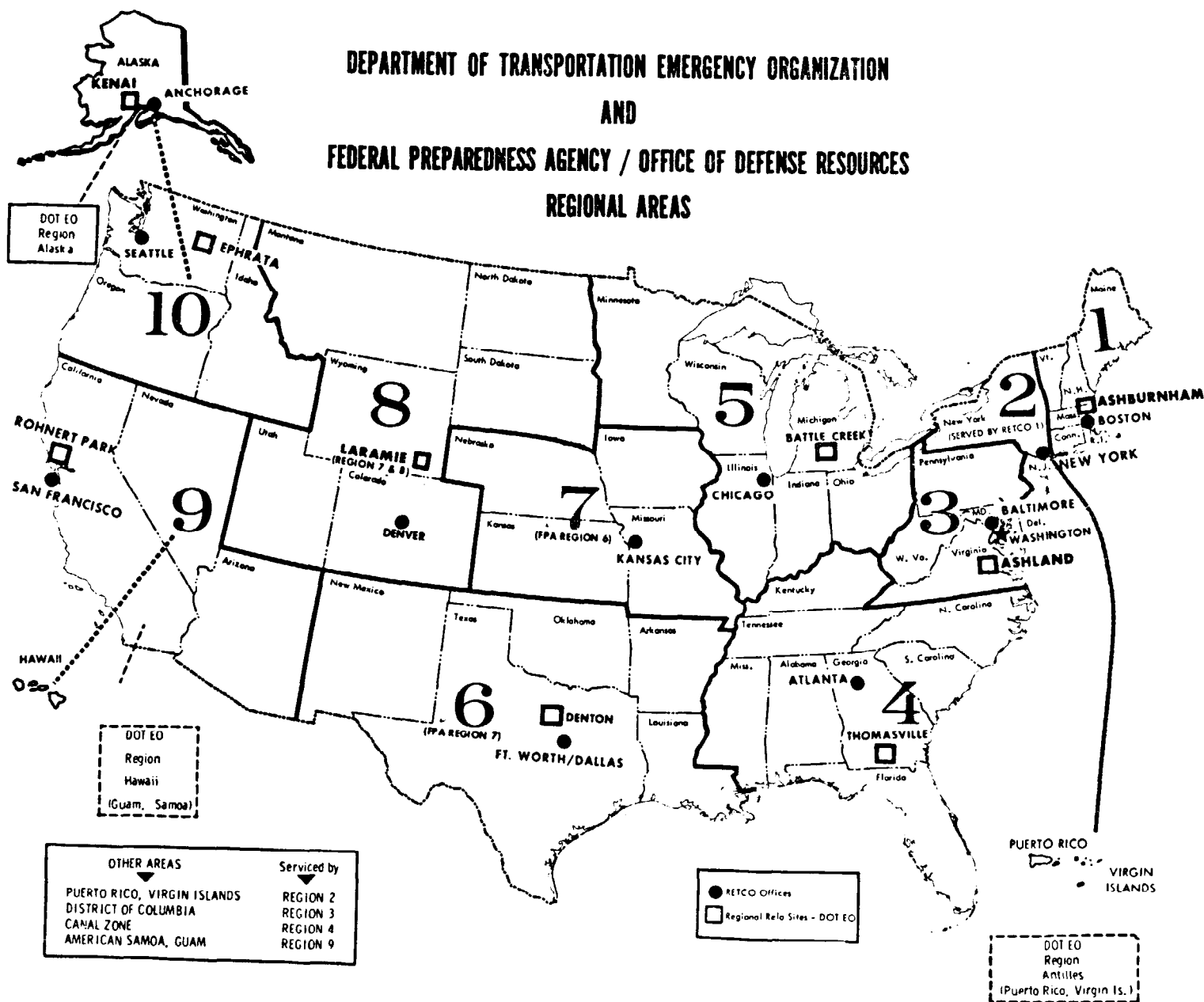
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APPENDIX A

DEPARTMENT OF TRANSPORTATION EMERGENCY ORGANIZATION
AND
FEDERAL PREPAREDNESS AGENCY / OFFICE OF DEFENSE RESOURCES
REGIONAL AREAS



TAGO 52A

A-1

APPENDIX B**EMERGENCY MILITARY REQUIREMENTS FOR DOMESTIC CIVIL TRANSPORTATION (RCS MTMC-30)**

Military requirements for domestic civil transportation will include all traffic moving between points within CONUS, whether the final destination is within CONUS or overseas. The following items of information for each requirement will be furnished in the numerical sequence shown. Items that are not applicable will be indicated by "N/A." Information for items 1, 2, 5, 7, and 8 are mandatory.

1. Point of origin or DOT EO origin region.
2. Date available for movement (month, year).
3. Passengers. Indicate code "PX" and number of passengers.
4. Mode and type of passenger equipment requested.
5. Commodities. Indicate appropriate code and number of short tons for each of the following commodities to be moved:
 - G—General
 - A—Ammunition
 - M—Missiles
 - V—Vehicles, SU
 - R—Refrigerated
 - B—Bulk Granular
 - Y—Bulk POL
 - H—Bulk Hazardous
 - F—Bulk Gaseous
 - Z—Oversize (Exceeding 40' in length, 10' in width, 10' in height in any dimension) or overweight (exceeding 80,000 lbs). (Dimensions and weight of commodities referred to are for exclusive use of MTMC evaluation of rail equipment requirements.)
6. Mode requested. Designate type of equipment only if peculiar to the requirement.
7. Priority. Indicate code "TP" and appropriate priority code from sections I and II, appendix D.
8. The CONUS destination. DOT EO destination region or port of embarkation.
9. Destination deadline delivery date. Show date (month, year) applicable to destination in paragraph 8 above.

APPENDIX C

SCHEDULE FOR SUBMITTING FORECASTED REQUIREMENTS AND ALLOCATING CONUS CIVIL TRANSPORTATION (EXCEPT DOMESTIC CRAF) DURING EMERGENCY OR WARTIME PERIODS

<i>Action</i> ¹	<i>Schedule</i> ² <i>(Calendar Days)</i>
1. The shipper services and DLA submit requirements to MTMC, and send information copies to the JCS, other services, and DOD agencies.	I-45
2. MTMC submits consolidated requirements by mode, indicating shortages, to the JCS (J-4) for review and validation.	I-30
3. The JCS (J-4) submits total requirements to the ASD (MRA&L) for presentation to the DOT EO, and request DOT to allocate required capability to DOD.	I-25
4. ASD (MRA&L) advises the JCS of allocations received from the DOT EO.	I-20
5. The JCS (J-4) determines relative urgency of requirements and advises MTMC and shipper services of suballocations.	I-15

¹ Information will be sent to action and information addressees by appropriate means to meet the schedules.

² I-Day is the first day of the operating month for which space is allocated.

APPENDIX D
TRANSPORTATION PRIORITIES AND CORRELATIONS
WITH UMMIPS
(EXTRACTED FROM JCS PUB 15, 2 JUNE 1975)

Section I. FREIGHT

Transportation Priority (TP) 1

1. Materiel (items) destined for US Forces in combat and other forces or activities, including forces or activities receiving military assistance designated by the Joint Chiefs of Staff. The materiel must be of such importance that it is in support of:

a. Programs which have been approved for top national priority by the President.

b. A declared emergency.

c. Units or projects that have been specifically designated by the Joint Chiefs of Staff, either on their initiative or as a result of a request from a military service or a defense agency.

2. Materiel (items) destined for US Forces or activities and foreign forces or activities receiving military assistance positioned and maintained in a state of readiness for immediate combat or direct combat support. The materiel must be of such importance that:

a. The lack of it will prevent the force or activity concerned from performing assigned operational missions or tasks, or such condition is imminent.

b. It is required to effect emergency repairs to primary weapons and equipment.

c. It is required by industrial production activities engaged in repair, modification, or manufacture of primary weapons, equipment, and supplies to prevent an impending work stoppage or to reinstitute production in the event a stoppage has already occurred or when the materiel is required to accomplish emergency or controlling jobs.

3. Materiel (items) destined for US Forces, US activities, foreign forces, or activities receiving military assistance which are maintained in a state of readiness to deploy for combat and for other activities essential to combat forces. The materiel must be of such importance that:

a. The lack of it will prevent the force or activity concerned from performing assigned operational missions or tasks, or such condition is imminent.

b. It is required to effect emergency repairs to primary weapons and equipment.

c. It is required by industrial production activities engaged in repair, modification, or manufacture of primary weapons, equipment, and supplies to prevent an impending work stoppage or to reinstitute production in the event a stoppage has already occurred or when the materiel is required to accomplish emergency or controlling jobs.

4. Some cargo that may not be readily identified as requisitioned materiel. This materiel includes:

a. Armed Forces Courier Service materiel.

b. Registered or certified mail, casualty report pouches, command pouches, and first-class letters, including MOM.

c. Parcels not registered or certified.

5. Expedited handling shipments. Items required to remove primary weapons and equipment from deadline are identified with UMMIPS Issue Priority Group/Transportation Priority 1 by code 999 in the RDD field of requisitions or TCMD. Such shipments are to be afforded the first precedence in processing and movement. Courier materiel and mail identified in paragraphs 4 *a* and *b* above are also given expedited handling when identified by code 999 in the RDD field of the TCMD.

Transportation Priority (TP) 2

1. Materiel (items) destined for US Forces in combat and other forces or activities (including forces or activities receiving military assistance) designated by the Joint Chiefs of Staff, or materiel (items) destined for US Forces or activities and foreign forces or activities receiving military assistance positioned and maintained in a state of readiness for immediate combat or direct combat support. The materiel must be of such importance that:

a. It is required for immediate use, and that the lack of it is impairing the operational capability of the force/activity concerned.

b. Assigned operational missions and tasks can be accomplished only with decreased effectiveness and efficiency; e.g., safety of flight requirements.

c. Materiel is required to effect emergency replacement or repairs to auxiliary equipment systems.

d. The force/activity concerned can operate only temporarily as an effective unit.

e. Serious personnel hazard will result from the lack of this materiel.

2. Materiel (items) destined for US Forces or activities and foreign forces or activities receiving military assistance which are maintained in a state of readiness to deploy for combat and other activities essential to combat forces. The materiel must be of such importance that:

a. It is required for immediate use, and the lack of it is impairing the operational capability of the force/activity concerned.

b. Assigned operational missions and tasks can be accomplished but with decreased effectiveness and efficiency; e.g., safety of flight requirements.

c. Materiel is required to effect emergency replacement or repairs to auxiliary equipment systems.

d. The force/activity concerned can operate only temporarily as an effective unit.

e. Serious personnel hazard will result from the lack of this materiel.

3. Materiel (items) destined for US Active and selected Reserve Forces and foreign forces or activities receiving military assistance which are planned for employment in support of approved war plans and support activities essential to such forces, or materiel (items) destined for all other US Forces or activities and foreign forces or activities receiving military assistance. The materiel must be of such importance that:

a. The lack of it will prevent the force or activity concerned from performing assigned operational missions or tasks, or such condition is imminent.

b. It is required to effect emergency repairs to primary weapons and equipment.

c. It is required by industrial production activities, engaged in repair, modification, or manufacture of primary weapons, equipment, and supplies to prevent an impending work stoppage, to reinstitute production in the event a stoppage has already occurred, or when the materiel is required to accomplish emergency or controlling jobs.

4. Cargo not readily related to a requisition activity, including:

a. MOM parcels not registered or certified.

b. Unaccompanied baggage.

Transportation Priority (TP) 3

1. Materiel (items) destined for US active and selected Reserve Forces or activities receiving military assistance which are planned for employment in support of approved war plans and support activities essential to such forces and to all other US Forces or activities and foreign forces or activities receiving military assistance. The materiel must be of such importance that:

a. It is required for immediate use, and the lack of it will impair the operational capability of the force/activity concerned.

b. Assigned operational missions and tasks can be accomplished but with decreased effectiveness and efficiency; e.g., safety of flight requirements.

c. Materiel is required to effect emergency replacement or repairs to auxiliary equipment systems.

d. The force/activity concerned can operate only temporarily as an effective unit.

e. Serious personnel hazard will result from the lack of this materiel.

2. Cargo not readily related to a requisition activity, including:

a. All other categories of mail eligible for transportation by air, which includes SAM parcels (which includes PAL and surface mail).

b. Personal property.

c. Nonappropriated fund materiel.

d. Materiel in support of non-DOD agencies.

3. Materiel (items) destined for US Forces in combat and other forces or activities (including forces or activities receiving military assistance) designated by the Joint Chiefs of Staff, US Forces or activities, and foreign forces or activities receiving military assistance positioned and maintained in a state of readiness for immediate combat or direct combat support, or these same forces maintained in a state of readiness to deploy for combat, US active and selected Reserve Forces and foreign forces or activities receiving military assistance. The materiel must be of such importance that:

a. It is needed for the support of assigned missions and tasks on a more urgent basis than routine stock replenishment (such as items for scheduled redeployment and scheduled industrial requirements).

b. It is required for emergency repairs or replacement of administrative support equipment or systems not essential to the operational effectiveness or safety of the activity. This does NOT include stock replenishment.

c. Routine stock replenishment.

d. Routine depot redistribution.

e. The filling or predesignated initial allowance not supported by a higher urgency of need designator.

4. Materiel in support of non-DOD agencies.

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Section II. PASSENGER

Transportation Priority (TP) 1

1. Personnel whose presence is required by an emergency so acute that precedence should be given over all other passenger traffic and who under no circumstances should be delayed en route for other passenger traffic.
2. Medical evacuees.
3. Personnel returning to the United States or its possessions on emergency leave.

Transportation Priority (TP) 2

1. Personnel whose movement is of an urgent nature to meet a destination arrival deadline for the accomplishment of an essential mission.
2. Personnel destined for units or activities whose presence is required by an emergency so acute that precedence should be given over all lower priority passenger traffic.
3. Personnel in temporary duty status.

Transportation Priority (TP) 3

1. Personnel whose movement is of an urgent nature for the accomplishment of an important mission.
2. Personnel returning to duty station from emergency leave.

Transportation Priority (TP) 4

1. Personnel who are otherwise eligible for movement.
2. Dependents.
3. Personnel of non-DOD activities.

Section III. CORRELATION OF TRANSPORTATION PRIORITIES

Correlation Between Cargo UMMIPS Designators, and Transportation Movement Priority

<i>UMMIPS Designator</i>	<i>TP</i>
01 through 03.....	1
04 through 08.....	2
09 through 15.....	3

Correlation Between Passenger Urgency of Movement, and Transportation Priority

<i>Urgency</i>	<i>TP</i>
Acute Emergency.....	1
Medical Evacuees.....	
Emergency Leave.....	
Urgent Deadline—Essential Mission.....	2
Emergency.....	
TDY.....	
Urgent Nature—Important Mission.....	3
Returnees from Emergency Leave.....	
All other Eligibles.....	
Dependents.....	4
Non-DOD passengers.....	

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APPENDIX E*

DISTRIBUTION REQUIREMENTS

DOT/EO REGION.....	PRODUCT.....	DATE CARRIER INITIATION OF PLAN.....									
ORIGIN STATE.....	DESTINATION STATE(S).....	THRU STATE(S).....									
	Carrier	No. Units	Daily	Total in Area							
Origin	Destination	Name	Equip Origin	Avail On-Call	Auto- matic	Round Trips	Qty Bbls	No Days	ICC Cert	Carriers	Equip- ment

Routing

*Suggested format from DOD 3005.7.

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The Army agency of primary interest in this joint publication is the Military Traffic Management Command. Users are invited to send comments and suggested improvements to Cdr, Military Traffic Management Command, ATTN: MT-PL, WASH DC 20315. Army users will use DA Form 2028 (Recommended Changes To Publications and Blank Forms).

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